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ON THE QUARTERLY

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IN THIS ISSUE:

• TEMAGAMI IRON:

WHAT IT MEANS TO THE NORTH

- CREDIT UNION IS BIG BUSINESS
- EVERYBODY'S PHONING AT TIMMINS

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FROM MR. JOHNSTON'S DESK

The tragedy at King Kirkland late in February brings into sharp focus the fact that no matter what precautions are taken, railroading still has its perils. On behalf of the Commission, I wish to extend heartfelt condolences to those families bereaved in the collision of the snow plow and freight train. The loss of a loved one is a terrible thing and when this occurs with such numbing suddenness, the shock is greatly compounded.

Let it be said that they died labouring in a field of endeavour which I firmly believe is working towards building a better Canadian nation. We mourn the passing of comrades in this field of mutual endeavour.

To those injured, may I say that we are hoping fervently for your full and speedy recovery.



NEWSPRINT LEAVING PORQUIS

EDITORIAL

SHERMAN MINE

The projected development of Sherman Mine's major iron deposits at Temagami, following on the heels of the Texas Gulph Sulphur discoveries at Timmins and the start of production of the Jones and Laughlin iron mine at Dane, proves once more that the mighty Laurentian Shield is Canada's outstanding national asset.

These three developments are latter-day surprises out of the Shield and they clinch and ensure the prosperity of Northeastern Ontario for many years to come. They couldn't have come at a better time for the North Country; once again, like a champion, the Shield has come through with new sources of wealth, prosperity and employment.

What is particularly appropriate about the Sherman Mine is the fact that the operation will be Canadian and Ontarian from start to finish.

Dofasco, Canada's third largest steel producer, and a company still controlled by the Sherman family which founded it, will mine the ore at Temagami, then convert it into finished steel at its plant on Hamilton Bay, in the heart of Southern Ontario's industrial community.

Sherman Mine is named after Frank Albert Sherman, chairman of the board at Dofasco who is now in his 70's. This fine gentleman and sportsman — widely-known for activities ranging from patronage of the Arts, to Boys' Work, to horse racing — has made a major contribution to the development of the steel industry in Canada. He has been in the industry since 1914 when he joined his brother, the late Clifton V. Sherman who founded the then-fledgling company in 1912.

Today, Mr. Frank Albert Sherman's son, Frank Howard Sherman, 47, is president and chief executive officer . . . And incidentally, there's another Sherman Mine in North America. It's in the Mesabi Range of Minnesota and is named after the late H. S. Sherman, brother of Frank Albert Sherman and former official of the United States Steel Corporation.

As an introduction to Dofasco and its partner, Cliffs of Canada Limited, the Quarterly devotes much space in this issue to Sherman Mine and Temagami.



W. A. JOHNSTON
Chairman

GOOD NEWS

Cochrane's plywood plant, known formerly as Cochrane Industries and now known as Cochrane Enterprises Ltd., is scheduled to be back in production April 5. The plant had been totally destroyed by fire last Fall.



Iron Lake at Temagami, looking northeast. The plane is directly above the great West Pit of the iron range, which extends all along the south shore of Iron Lake. In the middle distance, just north of O'Connor Lake, is Vermillion Lake, along the east shore of which extends the North Pit of Dofasco. The giant pelletizing plant, which will take the ore from these two pits, and two others as well, will be located in bushland a short distance outside the right side of the photograph.

—ONR Photo

BROWN GOLD AT TEMAGAMI



FRANK H. SHERMAN

Clearing is getting under way in the bush on the Sherman Mine property, Northern Ontario's newest major project, at Temagami.

Some 600 men will be employed during the development and construction stages of the mine and when it's operating in 1968, it will employ 300.

It will produce freight traffic of 60 cars a day for the ONR far into the future, as a million tons of iron pellets a year are moved from Temagami to the giant steel plant of Dominion Foundries and Steel (Dofasco) at Hamilton.

It is a joint project of Dofasco and Cliffs of Canada Ltd.; Dofasco has a 90 percent interest and Cliffs, which will operate the property, has a 10 percent interest. The mine will supply practically all Dofasco's ore.



FRANK A. SHERMAN

Brown Gold at Temagami...

The development of the mine is the culmination of six years of intensive exploration and metallurgical testing of the giant deposits. Although the formation has been known to exist since before the turn of the century, it was not considered economically feasible to mine until the ore was tested and proven on a pilot scale at Cleveland Cliffs research laboratories.

Mining will be done by the open pit method and three and a half million tons of magnetic taconite ore will be processed to produce the one million tons of high grade pellets averaging 63 percent iron. The ore will be handled by giant shovels and carried by the biggest trucks made to a huge, centralized pelletizing plant. The pelletizing plant will operate throughout the year.

The mining operations and the pelletizing plant will be close to Temagami but they will not interfere with nor change the tourist traffic along the beautiful shores of Lake Temagami. (See map, Page 5).

"We are particularly pleased of the fact that as a Canadian Company,

we can contribute to the development of Ontario's vast northland." President Frank H. Sherman of Dofasco told the Quarterly Magazine, "We will be investing in excess of 40 million dollars in the Temagami area. The yearly payroll will amount to nearly two and a half million dollars and most of our employees will be recruited in the area."

Mr. Sherman said that engineering and clearing operations are beginning this year and that it's expected construction will begin in 1966.

He declared that Cleveland Cliffs has long been a raw-material supplier to Dofasco and that he was most pleased to join with their subsidiary, Cliffs of Canada Ltd., in the project.

President of Cliffs of Canada Ltd. is H. S. Harrison, who says: "We are looking forward very much to this long-term association with Dofasco in the Sherman Mine, which is practically in Dofasco's backyard."

Cleveland Cliffs is an historic name in iron mining. Though the Sherman Mine will be its first venture outside the U.S., the company has been a pioneer in the iron mining industry

for 115 years. Its management skills are famous. At present it operates four pellet plants, four open-pit mines and two underground mines on the Marquette Range in Michigan and four open pit mines on the Mesabi Range in Minnesota. A fifth pellet plant in Michigan is scheduled to go on stream this April.

Dofasco began investing in raw material sources in 1962. It now has a 15 percent interest in the Wabush Iron Project in Labrador and in late 1963 it acquired an interest in the Itmann Coal Company in the U.S.

Our air photo, taken by the Quarterly's camera over the village of Temagami recently, will probably show some radical changes in a year or two. Development is certain, though the exact manner it will be done has not yet been worked out. Recently, the Ontario Department of Municipal Affairs "froze" the sale of lots in a huge area surrounding Temagami, unless they are part of proper sub-divisions. This means that hazardous building and the possibility of

(Cont'd next page)



TEMAGAMI RANGE HAS FOUR MAJOR PITS



the mushrooming of so-called "shack-towns" has been eliminated.

Meanwhile, district communities such as New Liskeard, Cobalt, Haileybury and Latchford are clamoring for the chance to supply housing for the employees of Sherman Mine, on the grounds they have existing facilities. This has brought strong objections from the people of Temagami village, who feel that development rightfully belongs in their own area, and who argue that mine employees should not be forced to travel long distances to get to work.

In the meantime, it's obvious that much development will occur in the existing village, as businessmen attempt to supply the needs of the hundreds of workers. Future summers in Temagami, as the tourists flock in to join the construction workers and miners, should be hectic. The ONR owns a large number of lots at Temagami and these, too, are "frozen" at this time. With the railway and the ON Boatlines, the ONR plays a major role in the life of Temagami. For many years it has supplied the village with water from its tower east of the station.

This scale map of the Temagami district, above, supplied to the Quarterly by *Dofasco Illustrated News*, clearly shows the proximity of the

huge mining development to the ONR line. On the east the property boundaries reach the outskirts of the village and extend across Highway 11 as far as Snake Island Lake. The west boundary extends considerably beyond Iron Lake. Four major pits are outlined on the map, the North Pit, the West Pit, the South Pit and the East Pit. Centrally located on the property near the west end of Line Lake is the site of the pelletizing plant which will process the ore. This plant will be a huge installation, involving a large portion of the \$40 million capital outlay which Dofasco must make before the first pellets are produced.

The ONR will extend its spur line, which now reaches the Milne Lumber Company, another four miles to the pelletizing plant. A good road will also be built into the plant and a network of roads will be built on the property to bring the ore from the pits to the plant. A hydro line and a natural gas pipeline will be extended into the property.

It will be noted that the South Pit and the East Pit are sufficiently removed from the shore of Lake Temagami so as not to affect the beautiful shoreline.

A FASCINATING HISTORY

The property, which is ten miles long and averages about three miles wide, has a fascinating history.

John Hunt, a reporter of the North Bay Daily Nugget who has done much research on the area, says: "The ghosts of many geologists and prospectors must be smiling, for the development of these claims has been the dream of many men for some 75 years.

"Men have staked claims and died waiting. Others have grub-staked prospectors, financed companies, and, in the process, left a legal tangle that took a dozen lawyers to unscramble before the development could go ahead."

The eastern part of the deposits was noted by Dr. Robert Bell in a report issued by the Geological Survey of Canada in 1891. In 1899, Dr. A. E. Barlow prepared a geological map outlining the deposits in a report on the resources of the Nipissing and Temiskaming regions.

The first detailed examination was made in 1900 by Dr. Willet G. Miller, first provincial geologist of Ontario, after travelling through the area by canoe. He said at that time that the iron could be shipped via a railway

(Cont'd on Page 19)



DOFASCO IS BIG, STRONG, ONTARIAN

TO HAMILTON BAY FROM TEMAGAMI BUSH

The pelletized Temagami ore will be brought to the giant Dofasco plant, one of the most modern in the world. Dofasco has developed many special steels, is Canada's third largest steel company.

It's significant that Dominion Foundry and Steel Limited (Dofasco) is the company that is developing the great Temagami iron range. It's a progressive company, bold with ideas and bent on expansion.

Typical of the company is the new five-storey office building which it built as its headquarters at Hamilton last year. Apart from concrete floors, it is made entirely of steel — down to the doors; an abstract steel sculpture on the executive floor; and even the walls, where paintings are hung by magnets.

No steel company has grown faster in the past ten years, nor searched harder for new ways to use its product than Dofasco. Its latest developments include steel stadium seats and steel facing for concrete block construction.

Dofasco is Canada's third largest steel company, accounting for 17% of the industry's production. The largest is the Steel Company of Canada (40%) followed by Algoma Steel (25%).

Recently Time Magazine featured Dofasco. Time says: "While Stelco is used to being called the Woolworth's of the steel industry and Algoma is best known for structural steel, Dofasco's main line is consumer steel for auto parts, appliances and about half the 'tin' cans opened every day in Canada."

To fill consumer demands, Dofasco has plowed great sums into expansion in recent years. Between 1950 and 1963 it spent \$180 million for growth. Now underway at Hamilton is a \$30 million expansion, including a new mill which produces high grade steel for transformers and electric motors.

And on top of this, the company is now putting some \$40 million into Sherman Mine.

The company's sales last year were in excess of \$200 million. It produced 1,584,000 ingot tons during 1964.

It employs 6,500 persons and has a savings and profit-sharing plan that's probably unique in North American industry. Its plant occupies almost 500 acres on Hamilton's rich waterfront.

The company was founded in 1912 by a Buffalo foundryman named Clifton W. Sherman who saw opportunity in Canada and moved over to Hamilton. His small foundry had an 80-ton daily capacity and employed 150 men.

For years the company produced mainly castings and flat-rolled steel from scrap and purchased pig iron. Dofasco heated up its first blast furnace in 1951, and three years later began a changeover, now complete, to an Austrian oxygen steel-making process. It was the first company on the continent to do so.

By blowing oxygen over molten metals to burn off impurities, Dofasco can turn out "heats" — or batches — of steel in 45 minutes. This compares with eight to ten hours for old-fashioned blast furnaces.

Dofasco owns part of a coal mine which supplies it from West Virginia and has a \$45 million interest in the giant Wabush iron ore development in Quebec.

It has 14,000 shareholders, most of them Canadians, with the Sherman family retaining a controlling interest. Founder Sherman's brother, Frank A., is now chairman. His son Frank has been president since 1959; he worked five summers in the plant starting at 25 cents an hour, majored in metallurgy at Queen's University and stepped up to the presidency after work-



Sherman Mine workmen construct a dam at the head of the Tetapaga River at the western end of Lake Tetapaga. The depth and flow of water will be carefully recorded at the dam the year round.

ing through almost every phase of the operation.

Because of better and more efficient methods, Dofasco was, till just recently, able to hold steel prices at the 1957 level. Wages, meanwhile, have risen each year and the price of at least one of Dofasco's prime raw materials, tin, had doubled since 1956. Yet, last fall, Dofasco was able to take the remarkable step of lowering its price by \$5 a ton for enamelling steel — the result of new, more productive equipment.

The National Steel Car Corporation became a subsidiary of Dofasco in 1962 and has continued to operate as a wholly separate company.

Dofasco has pioneered a number of high quality Canadian products, among them steel plate, floor plate, tin plate, blue plate, aircraft quality castings and continuously galvanized sheets.



PRESIDENT SHERMAN



HON. JOHN SIMONETT

The Hon. John Simonett, Ontario Minister of Energy and Resources Management, to whom the Ontario Northland Transportation Commission reports in the Legislature, recently made a tour of the ONR. Here is a report to ON Management and Employees which Mr. Simonett has submitted to the Quarterly:

"I am much impressed with developments in every branch of Ontario Northland activity and with the developments in Northeastern Ontario as a whole. One thing that impressed me greatly was the attitude of all the 2,000 people who are part of the railway. There is good morale, loyalty and devotion to their jobs by everyone. I was continually surprised at the personal interest in the railway which everyone seems to have, from sectionmen through to the top echelon of management. This is a very fine thing which, to me, assures the future of the organization.

I found that the Express-Freight system inaugurated last year is working out well and is now being quite well received by the people of the North. There is every indication that this new, better service will continue to grow. The number of passengers using the railway has increased in spite of the fact that Trains 46 and 47 have been discontinued. My opinions do not coincide with those in Canada who would downgrade passenger traf-

fic, some of whom would indeed eliminate it. The passenger service of the Ontario Northland is vital to the welfare of the North. I urge everyone concerned to adopt a policy of doing everything to increase it, using new methods and strong promotion where need be, in order that it, too, becomes a profitable part of the operation.

The prospects for the Ontario Northland look excellent. You are all aware of the great new mining developments in the ON region. I would like to point out that these will stimulate all facets of trade in the North, in addition to the immediate direct benefits each of these operations will bring. There are no prospects of lay-offs or cutbacks in staff on the Ontario Northland. On the contrary, there are real prospects of new job opportunities in all branches of the railway and a general increase in staff.

I am very glad to be able to report these conditions to the Ontario government at Queen's Park.

A HAPPY OMEN



Here is a picture of great promise to the North Country. The ONR camera catches one of the first runs of the ore train from Dane Mine at Kirkland Lake, exactly as the train passes the station at Temagami. The big Jones and Laughlin iron mine is now in production, though unfortunately this issue of the Quarterly will miss the official opening. There's a prophetic coincidence about our photograph that speaks well for the future of the railway. In a relatively short time, trains like this from both Dane and Temagami will be moving south.

SATISFIED CUSTOMERS!



CREDIT UNION

Next May 23, the ONR Employees (North Bay) Credit Union will be 15 years old.

It has grown into the category of Big Business, on a co-operative plan. In its first year it had a membership of 151 persons, with total assets of \$6,314. It had a gross income of \$310.04. In order to help cover expenses, the directors had to sell overalls in the shops.


Today it has a membership of 974 and it possesses assets totalling \$579,497.00. It had an income of \$55,045.63 in 1964 and showed a net profit of \$40,723.94.

It's administered by a careful, conscientious group of men elected out of the rank and file of ONR employees in the North Bay district. The entire operation, which involves thousands of transactions a year, is run out of a small office which it rents for \$35 a month on the second floor of the ONR Medical Building.


It has personal loans out to ONR people to the amount of \$428,662.23, and mortgage loans to the amount of \$107,996.60; yet its total operating cost last year was only \$14,321.69.

It has only one full-time employee, Mrs. Winnifred Jackson. She is assisted several days a week by Mrs. Dorothy Kenney.

Because of the tight efficiency of the operation the Credit Union pays 5% interest on deposits. And last year all borrowers (except mortgagors)



CARS . . .



**HOUSES . . .
AND A THOUSAND
OTHER THINGS.**

got 22% of their interest returned to them, because of the fine profit picture, and it's hoped this rebate of interest will even become higher.

"The credit union was founded by a group of far-sighted men who wanted their fellow employees to obtain financial dignity," says Treasurer Fred Tayler. "They aimed at providing easily — available low-interest loans to the average workingman on the ONR, and that's exactly what has happened."

However, members come from every strata of the railway organization. Not long ago, General Manager E. A. Frith became a member.

The Credit Union claims it can provide financing for cars, furniture, or anything else — including funerals! — cheaper than any commercial organization. Hence its popularity with everybody on the road, whatever his or her job.

The office is a bustling place indeed, particularly after 5 o'clock in the afternoon as ONR employees come off work. During the day there's a steady stream of people, among them the wives of many ONR men. They, too, have their own accounts.

Busiest time of all is after paydays, as members make deposits or payments on loans. Many ONR people use the office as their only bank.



CONSTABLE SHELDON MAINVILLE



FIREMAN FRANK RYAN



FRED TAYLOR, BOB MacDONALD, ARCHIE MacLEAN

**NORM
WASHBURN**



TAKES GIANT STEPS AHEAD

Meanwhile, the whole operation is greatly simplified by the fact that there is a payroll deduction plan with the ONR. This makes savings deposits much more convenient for everybody.

The wide extent to which this plan is used is demonstrated by the fact that at present the ONR sends the Credit Union a cheque for approximately \$18,000 every month.

"We want to express our appreciation to the railway for going along with us on the payroll plan," says President R. C. MacDonald, "Not every company will do this. As far as we are aware this is the only Railway in Canada which extends this privilege to its employees."

Mr. MacDonald, a machinist who has been with the organization since the start, heads an executive of Archie Maclean, vice-president; F. J. Tayler, treasurer, and Norman Washburn, secretary.

Directors are Walter McFarlane, Robert Bucci, Jack Campbell, Larry Denis and Percy Cockerline.

The Credit Committee, which checks out loan applications, is composed of Ray Lachapelle, chairman, Bill Smith and Ed Roche Jr. The Supervisory Committee, whose job is to see that all affairs are conducted in a business-like way, is composed of Harold Brooks, chairman, Larry Owens and Roger Hardwicke.

Archie Maclean, well-known as a North Bay alderman, was the organization's first president when it was established in 1950.



WINNIFRED JACKSON, DOROTHY KENNEY

About 70 percent of ONR employees in the North Bay region are members. Other active members are scattered all up and down the line, as the result of job transfers.

An interesting aspect about loans is the fact they are not accompanied by chattel mortgages or liens, as with commercial lenders. A man's general record and length of service are factors in determining the extent of the loan; once it is made, there are no legal encumbrances placed on the car he might want to buy, or the TV set, or any other article. Loans are also life-insured. A total of 821 loans were issued in 1964.

The Credit Union first offered mortgages to ONR people in 1963. Last year 16 new ones were arranged by the Mortgage Committee, consisting of L. Owens, J. Campbell, F. Cliffe and H. R. Price. Costs are stripped of the usual commercial expenses such as Finder's Fees and other

items. The maximum mortgage is for \$10,000 on a 60% evaluation of the property. Rate of interest is 8 percent. The mortgages are life-insured and are "Open"; that is, they can be paid off at any time without notice or bonus.

The Credit Union looks progressively to the future. It will modernize its bookkeeping and business systems this Spring. It aims at having its own building, in order to obtain much needed office space. It plans programs of financial counselling and financial education for the benefit of its members and their families.

The Quarterly will carry regular messages from the Credit Union in future issues. Also appearing in future issues will be articles and photos concerning the activities of the two other credit unions of ONR employees in the North, at Englehart and Timmins.



**WALTER McFARLANE, JACK CAMPBELL, LARRY DENIS
AND PERCY COCKERLINE**



**BILL SMITH, RAY LACHAPELLE, HAROLD BROOKS
AND LARRY OWENS**

SCOTT McLEOD'S CARS ARE THINGS OF BEAUTY

When the subject of old cars is mentioned to Scott McLeod of Englehart, a faraway, dedicated look appears in the ONR conductor's eye.

Scott is Northern Ontario's leading restorer of antique automobiles. They are a passion with him and he has three wonderful specimens which he has restored in ten years of work and loving care.

One is a magnificent 1913 Model T Ford Touring with shining brass radiator and gleaming black paint. It's a showpiece of the district and, inevitably, it winds up at the head of local parades. It's worth \$1,200.

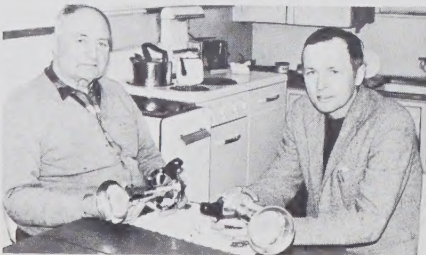
The second vehicle is a 1926 Model T coach perfectly restored to brand-new perfection. He saw it first from his train lying in a field near Golden Centre. He bought the battered hulk for \$25; today old car buffs value it for at least \$800.

The third car is a 1931 Model A Ford roadster which cost new \$633 (remember 1931 car prices?) and which is valued today at about \$2,000. This car is in better than factory condition. It's loaded with accessories and where there used to be nickel there is now chrome.

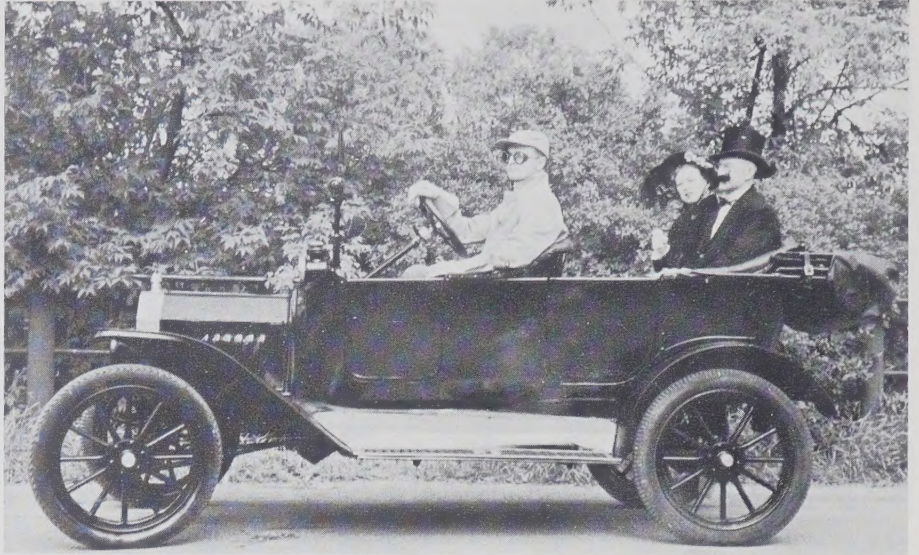
Scott, who is the only North Country member of the Horseless Carriage Club of America, is the son of J. M. Jack McLeod, ONR engineer who retired in 1953.



THE 1926 MODEL "T" COACH



SCOTT, RIGHT, & HIS FATHER, JACK



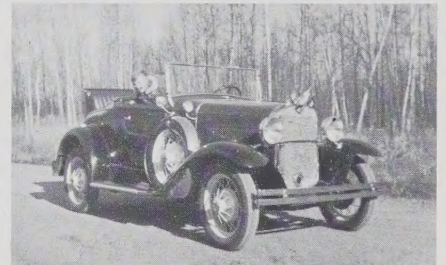
GOGGLES, DUSTER AND ALL, SCOTT SETS OUT IN THE 1913 "T".

All of the cars are mechanically perfect. The motors of both Model T's have been completely rebuilt and the motor in the Model A is a new one. Brakes, clutch, steering, transmission, rear end and ignition systems have been overhauled. The wheels have been rebuilt on both Model T's and all three cars have brand-new tires.

"It's really a labor of love because it would be hopeless to try to get out in dollars the time and expense you put into them. But to a real lover of antique cars, there's a great pride in possessing them," Scott declares.

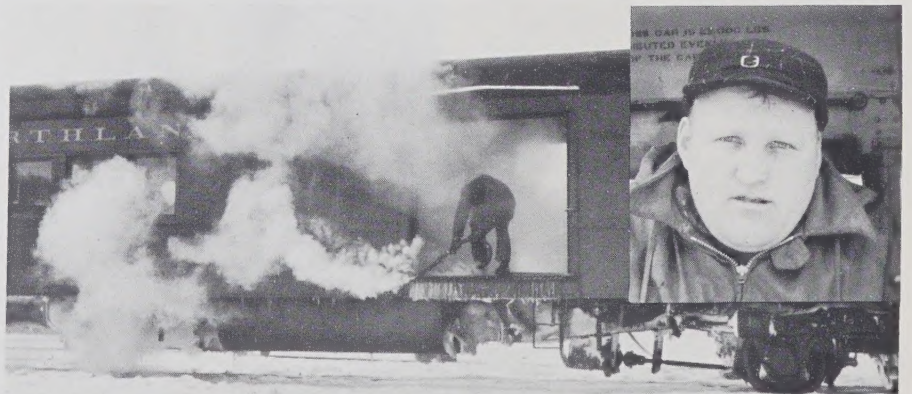
Scott's father and mother caught the enthusiasm from their son. Mrs. McLeod upholstered the 1913 car,

(Cont'd page 11)



THE 1931 "A" ROADSTER

IT'S COLD!



A railroader's job is no picnic in the winter. Here coach cleaner Howard Croft of Timmins is hard at work in frosty weather using steam to clear the doors of a baggage car. He goes up and down the train making sure everything is in operating condition, thawing toilets and steam knuckles, as well as making everything spick and span in the interiors. Howard and three other cleaners at Timmins also keep the ON's busses in spotless shape.

EXPRESS-FREIGHT MOVES TO JCT.

There is a new bustle at Porquis Junction these days. The Express-Freight office at Iroquois Falls has been moved to Porquis and is now occupying the former restaurant at the station.

Assistant Terminal Manager Rowe Francis said the move gives better service to Iroquois Falls and Ansonville. Formerly, merchandise was loaded from trains into trucks at Porquis, unloaded at Iroquois Falls, then distributed, again by truck, to customers.

"A complete handling is eliminated and we are able to deliver earlier in the day, direct to the customer," said Rowe.

A staff of seven moved over to Porquis. Incidentally, many of the staff had already been living at Porquis. Four remain at Iroquois Falls to handle Carload Lots.

To other railwaymen at Porquis, the move of the Express-Freight is welcome. They had missed activity at the station when the restaurant was closed last year after passenger trains 46 and 47 were cut from the schedule.

Not that there isn't plenty of activity for the station staff at Porquis, consisting of Agent Bill Johnson, senior Operator Jim Legary and Operator Pete Hamel. They handle 12 regular trains a day, plus any specials . . . And another dozen men, including Sectionmen, work out of Porquis.

Porquis is also the terminal for Express-Freight as far south as Ramore. Cochrane is served out of it, also by truck.

Scott's Cars

(Cont'd from page 10)

using her sewing machine. She also put beautiful red leather upholstery in the 1931 Model A.

Wherever Scott went, he scoured the countryside like a detective for parts. He found the beautiful stone-guard grill on the Model A in an old mine building at Gowganda. Recently he acquired a fine pair of horns for the Model A and radiator thermometers (remember them? They screw in the top of the rad cap) for both Model T's.

Pretty Sharon Snyder, daughter of our Section Foreman at Matheson, was elected a lady-in-waiting at the Cochrane Winter Carnival. There were 29 contests.



BILL JOHNSON, JIM LEGARY, PETE HAMEL

Bill Johnson has been Agent at Porquis since 1952. Earlier he served at Val Gagne and Arntfield and for eleven years he was operator and ticket clerk at Noranda. He was Summer Agent at Moosonee for four years.

Jim Legary has been Operator at Porquis for the past ten years and before that was on a swing between Porquis, Matheson and Kirkland Lake. Pete Hamel was appointed Operator a year ago, after working since 1959 up and down the line off the spare board at Englehart.

NORTHERNMOST DUCKS



The ONR staff at Swastika feel they have a proprietary interest in a group of creatures which live just down the steep slope on the opposite side of the station. Here dwell Ontario's northmost winter flock of ducks in an open pond in the Blanche River. The ONR men feed them to help them through the winter . . . The ducks have been at Swastika as long as anyone can remember and were apparently there when Harry Oakes staked Lakeshore Mine. About ten years ago they were wiped out by disease but a Swastika man obtained some mallard eggs and had them hatched by a hen. He put the ducklings into the pond and they've thrived ever since. Among those who give the birds a helping hand is swing operator Ron Nelson.

ONR MEN LEADERS IN VET. GROUPS



HOWIE AT WREATH-LAYING FOR CHURCHILL

There's a loyalty and sense of brotherhood among war veterans which makes them help each other. One ONR man who has adopted these sentiments as a way of life is Ed Parsons, Agent and formerly Operator at Rouyn for the past 21 years.

Ed is Pensions Advocate of the Canadian Corps Association and in his files are the names of 4,000 different men on whose behalf he has acted during the past 20 years. His efforts have won concessions and made life better for more men than he can remember.

Ed got into this unpaid work because the Rouyn area is far removed from Department of Veterans Affairs agencies. His work broadened from his own region into requests for help from all sections of Canada.

Ed's own father was a blind disabled veteran of the First War and the work he did on his father's behalf led him naturally into the work of Pension Advocate. Ed himself served briefly as a youth in the First War, spending three months in the Royal Flying Corps in 1918. Later he was a member of the G.W.V.A. (Great War Veterans Association).

HI, THERE!



Well, what some people won't do to get their pictures in the magazine! But in this case we can't blame Len Dobberman, new, hard-driving member of the Sales and Development Department, left, and Len Parker, our well-known Public Relations Officer, right. Between them is Mary Lou Farrell, Miss Dominion of Canada, and a good-looker from away back where — Newfoundland, in fact. Len is presenting Miss Farrell with a set of James Bay Indian wood carvings. It took place at the Chatham Sportsmen's Show, where the ONR representatives and their booth were very well received. Numerous enquiries about the North Country were made at the show and they are continuing to come in by mail.



ED WITH CIGAR

In the Second War, he was a Warrant Officer First Class in First Division Signals and was injured in Italy. After the war he became active on a national level with the Canadian Corps Association. He is a Past-President of the Dominion Command, having succeeded the late Col. C. E. Reynolds, chairman of the ONR, in that office.

Ed is deadly serious in his work for veterans but his fellow workers at Rouyn say he's as affable a companion as anyone could wish for. A wisecracker of the old school, his wit enlivens and brightens the Dispatcher's phone circuit.

He chomps a cigar all day long and the stogie is almost as much his trademark as it used to be Winston Churchill's. He says the number he uses per day is not for publication.

Ed is an active member of the Canadian Legion and he's President of the Rouyn-Noranda Branch of the Navy League of Canada. As local leader of the Navy League, he takes a keen interest in two companies of Sea Cadets, one sponsored by the Canadian Corps, the other by the Noranda Branch of the Loyal Order of Moose.

★ ★ ★ ★

Howie Hurst, Purchasing Agent in charge of a staff of 40 in the Purchasing and Stores Department at North Bay, is top man in Branch 23, Royal Canadian Legion, at North Bay.

Howie is president for a two-year term of one of the largest branches in the province. It has a membership of more than 800 and recently it was

(Cont'd on Page 22)

ONR OPERATES WITHOUT SUBSIDIES



ONTARIO NORTHLAND TRANSPORTATION COMMISSION 1964 IN REVIEW

By

W. ALLISTER JOHNSTON, M.P.P.
CHAIRMAN

Editorial Note:—

W. ALLISTER JOHNSTON, CHAIRMAN OF THE ONTC, MAKES AN ANNUAL SUMMARY AND ANALYSIS OF THE ONTC'S POSITION AND OPERATIONS. HIS CURRENT REPORT, WHICH WE CARRY HERE IN FULL, IS PERHAPS THE MOST SIGNIFICANT EVER WRITTEN ABOUT THE ON. IT'S IN THE CATEGORY OF "REQUIRED READING" FOR ANYONE INTERESTED IN THE ONR, FOR IT PRESENTS A LUCID, STRAIGHTFORWARD AND FACT-BY-FACT DESCRIPTION OF THE EXACT SITUATION PREVAILING TODAY.

Ontario Northland Transportation Commission is an agency of the Ontario Provincial Government. It operates Ontario Northland Railway, Communications, Bus Lines, Tourist Services and the subsidiary Star Transfer Limited. As a Government agency, it is dedicated to development of the region it serves. At the same time, it is recognized that Commission services should be operated on a businesslike basis, meeting expenditures out of revenue. There are times when the role of the Commission as a business conflicts with its role as a development agency. At such times, it is the duty of the Commission, acting upon the general guide lines laid down by the Government, to choose a course of action.

For instance, operation of the railway line from Cochrane to Moosonee could scarcely be justified as an economic undertaking. Three trains per week could not begin to pay for the maintenance on 186 miles of track. Yet, the operation of the line is vital to the current development of this area and will undoubtedly prove even more important in the years ahead. There are other examples which might be quoted, some minor and some major. It is the Com-

mission's task, working with the funds and facilities available, to establish the optimum service, serving impartially the various communities of the north and balancing the needs of one region against another.

DEFICIT 1964

In connection with the large deficit in 1964 on rail operations, it would appear advisable to make some explanation as to the direct cause.

In the year 1958, the railways of Canada applied for a 17 percent freight rate increase. After lengthy negotiations, the Canadian Government decided not to allow this freight rate increase to take effect. The Canadian Government then passed the Freight Rate Reduction Act (Bill C-38) which, in effect, subsidized all railways under federal charter in the amount equal to the proposed freight rate increase. The Ontario Northland, not having a federal government charter, did not qualify.

At the same time, a wage increase, involving approximately the same amount of the revenue allowed above, was granted to all employees of the railways in Canada, including the Ontario Northland. Thus, the Ontario Northland, not qualifying for the federal subsidy, was obliged to make up the amount required for wage increases from its own revenue. Up to and including 1964, this has cost the Ontario Northland a total of five and one half million dollars.

Again in 1964, a settlement was made with the major railways of Canada for a wage increase to non-operating and operating employees in the amount of approximately 9 percent. In 1964, this cost the Ontario Northland \$345,000. Again, the Canadian Government is subsidizing the Canadian National Railways and the Canadian Pacific Railway while the Ontario Northland is not subsidized.

It would appear in order when discussing finances of the Ontario Northland and its financial requirements for the future that we discuss the investment of the Province of Ontario in the Ontario Northland both past and present.

At the present time the Commission carries on the liability portion of its balance sheet an interest free loan of \$30,207,000. This investment was made by the Ontario Government between the time the construction of the railway was started and the year 1924. Subsequent to

1924 the Commission has arranged its own financing without any further money from the Province.

Prior to 1935 all surplus funds of the Commission's operations were turned back to the Provincial Treasurer but were not applied to reduce the amount owing the Province. On checking through the records throughout these years we find that the Commission returned to the Ontario Government a total of \$15,333,892.41. We list here the years that this money was returned and the amount for each year.

December 31,

1905—\$	100,000.00
1906—	158,154.47
1907—	235,090.69
1908—	350,000.00
1909—	550,000.00
1910—	420,000.00
1911—	515,000.00
1912—	510,000.00
1913—	250,000.00
1914—	225,000.00
1915—	225,000.00
1916—	1,000,000.00
1917—	250,000.00
1918—	300,000.00
1919—	—
1920—	100,000.00
1921—	200,000.00
1922—	600,000.00
1923—	750,000.00
1924—	750,000.00
1925—	750,000.00
1926—	1,000,000.00
1927—	1,300,000.00
1928—	1,300,000.00
1929—	1,100,000.00
1930—	850,000.00
1931—	850,000.00
1932—	490,000.00
1933—	50,000.00
1934—	—
1935—	245,647.25
\$15,333,892.41	

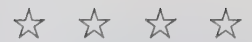
In the Ontario Northland the Province has an investment which at December 31, 1964 is valued at approximately \$85,000,000 and deducting the \$19,100,000 debenture debt outstanding, for a \$30,000,000 investment the Province now has an asset that has a net value of \$66,000,000 which has more than doubled its money.

RAILWAY OPERATIONS

A little more than two years ago, the Commission set out upon a new programme. It was faced with falling revenues due to increased competition from

North Bay, Ontario,
March 1965.

NEW THINKING AND NEW SERVICES



other means of transportation — mostly from trucks and private automobiles — and of ever increasing costs. It could have chosen to trim its services, cutting schedules and staff in the light of decreased business. Such a course would have undoubtedly been self-defeating, with poorer service, resulting in further loss of business and so on down to the vanishing point. In the belief that Ontario Northland was necessary to the economic well-being of the north country, the Commission adopted a more positive course of action.

Rather than a cut in service, it was decided to improve upon these wherever the opportunity presented itself. Rather than increased freight and passenger rates, there were drastic reductions made. It was hoped that such a programme, backed by aggressive promotion, would result in a large increase in the volume of traffic. It was hoped that the increased volume would more than compensate for rate reductions. In the language of the modern market place, we switched from low volume — high markup operation to a high volume, low markup.

Results to date have been most heartening. We are moving more passengers, freight and express than we have in years, and our revenue for these operations is back where it was before the rate reductions. More important, traffic shows every sign of a continuous and robust growth in the months ahead. We feel that in this fashion, Ontario Northland is fulfilling its destiny, serving every segment of population in the north and proving itself an asset to the Province as a whole.

CARLOAD FREIGHT

In 1962, Ontario Northland, in conjunction with the Canadian National Railways, introduced major rate cuts in most types of carload freight moving into the north country. Based on the economics of rail transportation, the new rates were designed to encourage shippers to ship in greater quantities at fewer intervals. At first, naturally enough, revenue fell off from the lower rates. As more shippers moved back to the railway, our revenue started to climb again. Today, we are as well off with this kind of traffic as we ever were. More goods are moving more cheaply and there are indications that this traffic will continue to grow, bringing with it an improvement in our financial standing.

Freight schedules have been revised, cutting as much as two days from former delivery schedules.

EXPRESS FREIGHT

In April of 1964, Ontario Northland embarked on a programme to modernize less-than-carload traffic. Express operations in the region were consolidated with less-than-carload freight, and a new, fast express freight train placed in service. This changeover required considerable reorganization. A passenger-express train was replaced with the express freight train. To take up the gap in

passenger service, new bus routes were set up and other passenger trains were rescheduled. In place of myriad small local freight offices, regional terminals were established with to-the-door truck delivery in surrounding communities. Because of fewer stops, the express freight train could operate on the fast schedule required if this service was to be a success.

In setting up this new service, Ontario Northland was obliged to give up some mail contracts. We were unable to reconcile the requirements of the Post Office Department with the requirements of our shippers. In the first six months of the new scheduling, mail revenue dropped by \$53,000. In the same period, express revenue jumped from \$180,000 to \$380,000, and these revenues continue to grow. When Ontario Northland inaugurated this service, statements were made by various people that the railway would lose a large portion of both its mail and express business. The decision of the Commission to proceed with this new service has been clearly vindicated. Despite the termination of some mail contracts, our revenue from the combined service was up by some eighty percent in the first six months of operation.

Our staff is still working on a number of details in connection with the express freight operation. We expect that additional scheduled improvements in our express freight operation will make this even more attractive to shippers. An improved rate schedule is under negotiation with the other rail lines involved. Canadian National Railways are at present constructing facilities at Toronto which will allow improved delivery schedules.

The Commission has for quite some time considered operating service to and from Northern Ontario commonly called piggyback transportation.

The details have now been finalized and commencing in the near future, this service will be available to the transport carriers.

FREIGHT RATES

Much has been said, both by the public and at times by Members of the Legislature, regarding freight rates in Northern Ontario. In a survey designed to study the economic effects of our freight rates, we learned that there are a great many commodities which retail in North Bay at the same price as in Timmins, 259 rail miles farther north. In this category, we found automobile tires, brand mattresses, radios, television sets and many grocery items. The price in North Bay and in Timmins was identical, and it would appear that freight rates have little or no effect on the actual price paid for them.

On canned goods such as peas, tomatoes, pork and beans and green beans, we found the retail price in Timmins was one or two cents higher than in North Bay. When we broke down the freight rates, we found that the cost of

shipping such goods to Timmins was only a quarter of a cent higher than in North Bay. In this case, freight rates could be blamed for a mere one-eighth on the increased cost.

Roofing at Timmins was priced \$2.55 per square higher than in North Bay. The difference in freight rates was only 48 cents.

It is obvious that the cost of marketing goods at the retail level plays a far greater role in any increased cost of living than do freight rates. Northern Ontario is sparsely populated and it follows that the volume of business must be considerably less than in a more densely populated area. Because of the lower volume of business, retailers and wholesalers must place a higher markup on various items. For instance, the price of gasoline in North Bay is ten cents higher per gallon than in Toronto. The freight charge amounts to 2.7 cents. The price of gasoline in Timmins is as much as 15 cents per gallon higher than in Toronto. The freight rate amounts to 5.5 cents per gallon.

In our study, we found many such anomalies, particularly in grocery items. Yet, when an irate consumer questions the higher prices in Northern Ontario, he is often told that the high freight rates are responsible.

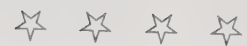
Many people have the mistaken idea that the Ontario Northland has control of freight rates in and out of its territory. Actually, rates on goods destined to or coming from points beyond our terminal must be arrived at in negotiation with the other railways involved and approved by the Board of Transport Commissioners. We cannot expect the other railways to agree to rates on our traffic which would discriminate against points on their own lines.

Referring to the recent statement by an officer of a motor car manufacturer to the effect high freight rates precluded the possibility of establishing an automobile assembly plant in Northern Ontario: this appears to be another of many similar statements which have been made from time to time during the past ten or fifteen years and which really has no foundation in fact.

The automobile market is in Southern Ontario and the sales in Northern Ontario must represent a very small percentage of the total Ontario sales. In view of this, it would appear it is not economically practical to locate an automobile assembly plant in our territory. To establish a plant in Northern Ontario would require the transportation of auto parts from Southern Ontario, and the assembled vehicles returned to the Southern Ontario market. This would involve extra expense no matter what the transportation freight charge was and this cost would have to be added to the price of each vehicle.

While we would welcome the establishment of such a plant in our territory, and everything possible would be done to obtain the lowest freight rates avail-

SOME FACTS ABOUT HIGHER PRICES



able. I am afraid the additional cost of transporting auto parts to Northern Ontario and returning the vehicles to Southern Ontario would place our plant in a non-competitive position with other assembly plants in Southern Ontario.

I believe many of our critics are confusing geographical disadvantages with the freight rate level. When their competitor is located in closer proximity to the market than they are, they expect the railways to equalize this disadvantage by lower freight rates, even to the extent of the railways not making their out-of-pocket costs.

Over the years, the Ontario Northland has been most conscious of the effect freight rates have on the development of Northern Ontario and has consistently taken the lead in the promotion of reasonable rates, both northbound and southbound, to aid industry.

PASSENGER TRAFFIC

As mentioned earlier, service of our main line passenger express trains Nos. 46 and 47 was withdrawn in April in favour of an express freight train. To fill any gap in the provision of passenger service, we extended operation of our other main line train from six to seven days a week. In addition, our one main line bus run was supplemented by two others. We now have two buses per day operating each way between Timmins and North Bay and one bus each way between Cochrane and North Bay. This gives most intermediate points the advantage of three northbound and three southbound bus connections daily. The faster schedules, cutting up to two hours from the travel time by train, along with more frequent departures, have made the buses popular. In the first six months of operation, bus loadings were up by more than fifty percent and our bus operations showing a profit for the first time in many years.

Despite the fact that we reduced our main line passenger train runs by half, we are today carrying more passengers by rail than previously. Final figures will probably reveal this to be ten to fifteen percent above that of last year.

It would appear that our reorganizational programme has been successful. A money-losing passenger-express service was replaced by a promising express freight service. The passengers, who formerly travelled on this train, have gone over to our buses and the remaining passenger trains to now place both of these operations on a more economic basis. There is no doubt that the Red, White and Blue fare plan which offers greatly reduced fares, depending on the day of travel, is largely responsible for the upsurge of passenger traffic. This has been backed up by a fairly extensive advertising campaign.

During 1964, in view of the policy change instituted by the Commission, passenger train service was increased at times when it was felt a reasonable return would be received by providing extended service. During the summer

months two special trains were operated on week-ends between Cochrane and Moosonee. Both of these trains left Cochrane with more passengers per trip than Ontario Northland had transported since the war period. During the Christmas season, to avoid possible over-taxing of our bus routes, a daylight train service was operated for approximately three weeks and was used extensively by the travelling public.

MAINTENANCE OF ROLLING STOCK AND BUILDINGS

In 1964 it was decided to improve the general appearance of stations and rolling stock, providing the cost was not inconsistent with the overall decline in revenue. A new colour scheme was established for boxcars. In a continuing programme which commenced in July, boxcars coming into the shops for overhaul have been repainted green and white.

A total of 226 cars were overhauled and repainted in 1964, and our 1965 program calls for a further 350 cars to be renovated in similar fashion. This heavy programme is necessary due to the increased demand for this type of equipment. The paper companies, who are by far the largest shippers on the Ontario Northland, require first quality boxcars. If Ontario Northland is unable to provide these, a considerable sum would be required for rental of such cars from other lines.

The Ontario Northland has a supply of hopper cars which in years past were used for hauling coal. As a result of natural gas becoming available in Northern Ontario, among other factors, the railway has lost for all practical purposes its entire haulage of coal. During the year, 50 hopper cars were remodelled to make them suitable for hauling iron ore pellets from the new Jones and Laughlin Iron Mine near Kirkland Lake. They are now in this service. The year ending 1965 should see our freight rolling stock in generally good condition.

Passenger equipment owned by the railway is old and although in a good state of repair, is generally not comparable to passenger equipment on other major Canadian lines. A programme is underway to modernize and improve interior of passenger coaches. Two coaches were completed under this programme and are now in service.

General maintenance and upgrading of main line roadbed and structures continued in 1964. Some 45,000 treated ties were applied and an additional seven miles of line rock ballasted and a total of twelve and one half miles of 90 pound rail was replaced by 115 pound rail. At express freight terminals, alterations were made to freight offices in conjunction with the railway's new express freight service. Interior renovations were carried out at freight offices in North Bay, New Liskeard, Rouyn, Kirkland Lake, Iroquois Falls, Timmins, Cochrane and Moosonee.

STAFF AND ADMINISTRATION

There has been enthusiastic response from all ranks of Ontario Northland employees in the current programme to modernize and revitalize railway operations. In the face of increased payroll costs, replacements and additions to staff were held to a minimum. The addition of so much as a general labourer to the railway payroll costs \$5,000 per annum. An increase of one hundred employees would therefore cost the railway approximately half a million dollars annually.

Through allotment of new work positions and by arranging to contract certain work programmes, it was possible to carry out the reorganization of our operations without any increase in staff. New work positions were filled from our own staff. Our average payroll in 1963 was 2006 employees. In 1964 our average payroll was 1918 employees.

Employee morale remains at a high level. To further encourage this, and to explain the reasons behind various policy changes, we have revitalized our employee magazine. The modest outlay for this publication has proved an excellent investment in generating employee goodwill and enthusiasm. We have also initiated a programme to subsidize employees seeking to further their education while in service. We have stressed to all employees the necessity for courtesy and customer goodwill.

An increased programme of advertising and sales promotion has been initiated in keeping with the drive to obtain new business as it develops.

MOOSONEE AREA

The volume of tourist travel into the north country continues to increase. The Commission's tourist lodging facilities at Moosonee were extended by eleven new units. This addition was made at modest cost through the conversion of an existing building. For the first time in many years, our lodge operations showed a modest profit. The Hannah Bay Goose Camp was booked to capacity during the hunting season.

At Moosonee itself, the Commission undertook a programme to improve ditching, brush clearing, street improvement and constructed a new garbage dump.

The need for additional tourist accommodation at Moosonee is evident and the Commission is endeavouring to have facilities established through private enterprise.

The Commission is working with the Ontario Historic Sites Board studying the feasibility of preserving older buildings at the Hudson's Bay Company post on Moose Factory Island and establishing a museum to commemorate the bygone years of the fur trade.

The Department of Lands and Forests, in establishing a tourist campsite nearby, has enhanced the tourist potential of the region.

ONR'S OUTLOOK IS VERY PROMISING



The Moosonee branch requires considerable subsidization due to sparse traffic. The operating loss in 1964 was about \$500,000. However, its importance as a supply base for the James and Hudson Bays coastal settlements is evident by the heavy volume of goods going in for transshipment by air or water. The addition of another large steel barge and tug to the Hudson's Bay Company barging operation is additional evidence of Moosonee's growing importance as a coastal railhead.

The railway is faced with a very heavy expenditure on roadway maintenance if it is to continue present service north of Cochrane. The maintenance programme on this branch has been deferred for a number of years.

The rail service to Moosonee is utilized in large part by Federal Government agencies. The Federal Government maintains a large hospital at Moose Factory, and also has certain services in conjunction with the Indian population there. In addition, there is a fairly large Air Force base at Moosonee. In contrast, the Ontario Government's requirements for transportation to Moosonee are modest. The largest agency maintained by the Ontario Government is a small detachment of the Department of Lands and Forests.

COMMUNICATIONS

The Communications service of Ontario Northland operates long distance telephone, telegraph, and various other communications media within the region. There has been phenomenal growth in demand for various communication services in recent years and the problem in this department is primarily concerned with keeping abreast of the demand.

The microwave relay system, running from North Bay to James Bay, was completed in 1963 as part of the multi-million dollar communications expansion programme and additional channels are being added as required. The microwave system is earning a very satisfactory return on the investment. Beyond the end of the microwave system a high-frequency radio system provides communications to various hinterland points in the James and Hudson Bays region. The efficiency of this radio system was improved in 1964 and service was extended to include Wunnummin Lake and Great Whale River.

Throughout the communications system, improvement and expansion is going forward in programmed succession in order that the people of the north

country may have available ever facility and advancement in the field of modern-day communication.

BOAT LINES

Operation of tourist cruise ships on Lake Nipissing and Lake Temagami continues to require subsidization. In 1964, passenger loadings and revenues showed an increase while there was some reduction in operating costs.

STAR TRANSFER

Star Transfer Limited, the Commission's wholly owned subsidiary, has continued its pattern of steady expansion. In 1964, tonnage increased by some twelve percent and revenue by about five percent.

A terminal was opened at Iroquois Falls for better service of this area. In 1964, the highway fleet was increased with the addition of eleven units.

THE FUTURE

Although the financial picture of the railway is far from satisfactory, there is every indication that changes in operations and administration have reversed the trend towards ever-growing deficits. More important, the erosion of traffic is being stayed, and the heightened activity has had a healthy effect on morale throughout the railway.

The operation of passenger trains, when the operating crew often outnumbered the revenue passengers, has been changed. Freight express services should soon be self sustaining and, with the addition of heavy carload traffic from new mineral developments, there is every indication that the railway will prosper in the months and years ahead.

The iron mine at Dane, which is just now going into production, will increase the railway's freight tonnage by almost fifty percent. A similar development is scheduled for production near Temagami. Despite the low freight rates required to move this type of traffic, we are confident that through the use of integrated trains and other modern techniques the railway will receive an ample return for its labours.

With reference to the budget for 1965, it was necessary to substantially increase our estimated expenditures due to several decisions that were made in 1964.

Probably the largest single item in the budget is an expenditure involving construction of a spur line to the Texas Gulf Mine at Timmins, totaling sixteen miles of new track, and a spur line to the iron mine now being developed near Temagami involving approximately five

miles of reconstructed and new line to the mine site.

The estimated cost of the spur line to Texas Gulf is three million dollars and the estimated cost of the spur line to the Temagami Mine is approximately two million dollars. It will also be necessary for the railway to ask for approval of additional funds covering ore cars and other equipment for both of these projects. However, the Ontario Northland represents the Ontario Government as a development agency and these projects will mean huge developments to that part of Northern Ontario which is served by the railway.

In addition to the above, the ordinary budget has been increased by \$1,200,000 over and above 1964 budget.

One item amounting to approximately \$650,000 covers construction of a new railway bridge near Kirkland Lake. This bridge construction has been delayed for a number of years due to the financial position of the railway, but our Engineering Department in 1964 advised the Commission that it was no longer possible to delay this reconstruction in view of the hazards involved.

It is as yet too early to gauge the full impact that the fabulous new base metal find in the Timmins area will have on our operations, but it is apparent that these will be of major importance to Commission operations.

The development of such mineral discoveries and the growth of forest and other industries is placing a fresh bloom of prosperity on the Ontario Northland region. In keeping with the enlightened policies of the Government of Ontario, it is the Commission's intention to see that its operation are directed towards the enhancement of his prosperity and the service of our citizens. In this context, we might mention how deeply the Commissioners are aware of the contribution being made by the other Government agencies in the development of our north country. In the fields of highways, forestry, mining, tourism, welfare, education and industry, to mention but a few, there have been significant steps taken in resolving problems peculiar to northern development. On behalf of the Commission, I wish to extend appreciation to all those Departments of Government who have so willingly extended co-operation in various joint undertakings.

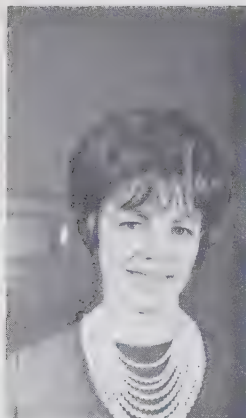
The Commissioners sincerely hope that Members of the Legislature will have the opportunity in 1965 to tour this great region and see for themselves the signs of prosperity and healthy growth which are everywhere evident.

A GRAND TIME AT COCHRANE!



This year's Cochrane Winter Carnival was the best ever and ONR staff not only worked hard to make it that way but they also had a wonderful time. They constructed a huge display atop a pile of ice at the Union Station and seen here in the top photo are, l. to r., Ricky Warrel, Art Houghton, Paul Thivierge, A. Beaudoin, N. Calaiuzzi, M. Black, A. Amendola, and R. Carrier. In the left photo are Operator George Rhodes, a leading organizer, Carnival Queen Elise Boisvert and Cochrane's redoubtable Mayor Mike Palangio, garbed as Chief Commanda. As far as we know, none of the ladies in the right photo are ONR staff, but their Polar Bear Dip at the Carnival seems to prove definitely the female is more durable than the male.





ARLENE CARPENTER



TIAMI KORRELA



RITA HADLEY



CLAUDETTE ROUSSEAU



SANDY GEORGE



BIBIANE DAOUST



PAULETTE LARCHER



VICKI GAUTHIER



DONNA TREMBLAY



ANN HARRY



SHIRLEY VARLEY



CLAUDETTE LEGAULT

TIMMINS EXCHANGE

The mining boom at Timmins has given a major impetus to Ontario Northland Communications.

After a frenzied increase in long distance calls when the great Texas Gulf Sulphur discovery was publicized first in April, 1963, the Timmins exchange has settled down to a solid increase of about 500 calls a day over similar days a year ago. The number of calls has jumped from about 1500 a day to more than 2,000.

The extra calls are being made by scores of mining companies, by prospectors and work crews in the bush, and by Porcupine district businessmen.

On the peak day in the early part of the boom, 2,641 calls went through the 12-position exchange—more than at the previous Christmas . . . And, of course, to a lot of people in the Timmins area, the fantastically rich mining discovery actually *was* better than Christmas.

The ONC girls recall those first few days with something akin to awe . . . There was a waiting list for calls to and from all over North

America. Everybody was on duty all the time and the calls continued without stop from early morning till late at night.

Calls came from mining companies the girls had never heard of, and today they are still coming. Apparently, a lot of investors read in newspapers that certain companies were working at Timmins and tried to reach them by telephone. The companies were at work back in the bush, miles away from anywhere, and couldn't be reached, and the girls had to explain the situation.

But the girls found the mining men to be patient and understanding and wonderful to work with. . . And something happened at Timmins in those days that we don't have any record of happening elsewhere at any time.

Gifts in the form of candies and flowers started to pour into the exchange from these callers whom the girls knew only from their voices.

One anonymous man has sent Chinese food over to everyone on duty on three separate occasions.



CLAIR PEPIN



GAIL PHIZACKLEA



JUNE MCGUIRE



JEAN LEBRUN



BONNIE COURVILLE

IS SETTING RECORDS

"He's quite a person, and none of us have ever seen him," said Shirley Varley, chief operator who is now resigning to go into the motel business with her husband in Southern Ontario. "He doesn't pinch pennies. He has sent us the most expensive Chinese food, at about \$5 a plate."

There are 23 regular operators at Timmins and 11 occasional operators. Supervisors are Arlene Carpenter and Mona Martin. June McGuire is clerk, while the weekend supervisors are

Eleanor Butler and Donna Tremblay.

Recently the exchange building was considerably enlarged. Two new positions are being added to the exchange and there is lots of room for more, if Timmins expands in the way that many people think it will.

Several radio phones are now in use at Timmins and it's expected that many more will be put into use by the mining companies. The future looks bright for Ontario Northland Communications in the area.



JANE CARR

Brown Gold at Temagami...

(Cont'd from Page 5)

the Ontario government proposed to build (the ONR) but he didn't realize it would take 65 or more years to happen.

In 1898 a prospector named Dan O'Connor staked the Iron Lake Range and the Vermillion Lake Range and also the smaller Ko-Ko Lake Range, which is located west of Sherman Mine and is controlled today by Jones & Laughlin, developers of the great new iron mine at Dane. The Irish prospector had some good backing; he was grubstaked by Sir William Mulock, the Chief Justice of Ontario, and a Col. Caldwell.

In 1913 a German group drilled the area but their records were lost in the First World War. The range was then dormant till 1945, when the late N. E. Gough of Haileybury staked a group of 46 claims.

With the coming of natural gas in Northern Ontario, and with the development of the pelletizing process of handling ore, A. D. Dan Hellens, a Cobalt mining engineer, realized the property was ripe for development. Mr. Hellens decided to bring all the owners together and found he

had to deal with five different estates and three different trust companies.

After much negotiation Mr. Hellens finally was able to assemble the properties into a single unit. He interested Cleveland Cliffs, who undertook a three-year-program of diamond drilling. Cliffs then brought Dofasco into the picture and Sherman Mine became a reality.

Says John Hunt: "A lot of water had passed down Lake Temagami since Dan O'Connor, his face smeared with mud to keep off black flies, chipped off some rusty iron samples to show a Supreme Court judge."



JULIETTE SEIZE



SUZANNE CALDWELL



RUTH MURRAY



MONA MARTIN



UP AND DOWN THE LINE

with PATRICIA DAVID

FIRST, SOME SOCIAL NOTES!

A farewell stag was held for Bob Price at the Oddfellows Hall in North Bay. Bob, who worked in our Communications Department for the past eighteen years, has taken a position with the Co-Operators Insurance Association, which is owned and sponsored by the Ontario Credit Union League.

The stag was attended by thirty of Bob's fellow employees and a presentation of a black leather brief case was made by Larry Hughes on behalf of those present. A buffet lunch was served at the conclusion of the evening.

Employees of the Communications Department, North Bay, held their annual Party in the Cloud Room of the Empire Hotel, with sixty in attendance. Winners of the door prizes, donated by Northern Electric, were Mrs. M. Gallagher, Mrs. L. Hughes and Miss Dorothy Payzant. A delicious smorgasborg was served after midnight.

A smorgasborg dinner was held recently at the Empire Hotel by the girls of the General Office in honour of Linda Littman on the eve of her departure from North Bay. Linda was presented with a gift of linen following the dinner. Our best wishes go with Linda who is now married and living in Vancouver.

Communications (North Bay) held another successful skating party at Memorial Gardens. Forty persons enjoyed skating followed by a delicious bean and chili supper at the Oddfellows Hall prepared by cooks — Mrs. John Finnigan, Mrs. Dale Letts, Mrs. Gordon Webster and Mrs. Sid Wright. A wonderful time was had by all.

Dick (Traffic) and Mrs. Mewett opened their home to employees of the Sales & Development and Traffic Departments for a party. A delicious Chinese dinner was served, followed by a social evening.

A farewell party was held at the home of Mrs. Glenda Lessard at New Liskeard on February 11th in honour of Susan Greer who has left the New Liskeard Telephone Office for Timmins. The party was attended by her fellow employees. Games were played and a delicious lunch was served. Susan was presented with a jewellery box, and with her go the best wishes of everyone.

CREDIT UNION NEWS

The O.N.R. Employees (North Bay) Credit Union Ltd. held its Annual Meeting and Social at the Elk's Club Hall. A good attendance was recorded at the membership meeting which commenced at 7.00 p.m. Highlight of the meeting was the recommendation of the board of directors and subsequent acceptance of the membership of a five percent (5%) dividend on shares and a twenty-two percent (22%) interest rebate.

Among the guests at the meeting were Mr. Murray Finkleman, the Credit Union's Auditor — Mr. Rene Albert, Field Man for the Ontario Credit Union League — Mr. Bill Clark, Area Manager for the Co-Operators Insurance Co. — Mr. H. R. (Bob)

Price, Area Representative for C.I.A. Many of us will remember Bob Price, formerly employed in the Communications Dept., and we would like to take this opportunity to wish him all the best in his new venture.

Norm Mauro's Orchestra played to a capacity crowd at the social evening that followed. Many spot dances were held and an enjoyable evening was had by all. Mr. Rene Albert, who by the way is a bachelor, won the door prize which was donated by C.I.A. — a beautiful chip dip bowl.

WHAT ONE WOMAN DID!

From George Rhodes (Opr. Cochrane) comes this heart warming story —

Miss Violet English came to North Bay from New York last August for a vacation, and while in North Bay she suffered an attack of asthma. Upon hearing that the climate around Cochrane might bring her



MR. OGLESTONE'S HOME

Pictured above is the attractive residence of J. Osten Oglesstone, Seseekinika, who retired as Section Foreman in 1961 after 38 years' service.

relief, she travelled to Cochrane and, after a couple of weeks there, her asthma left her and she returned to New York.

But, the call of the Northland was too strong to resist. She returned again to Cochrane last fall and proceeded to make plans for a Christmas party for the children at Moosonee. She went back home to New York to gather items she thought would make gifts for these children and brought them to Cochrane.

Miss English bought flour and other staples and baked over 2,000 cookies for the Indian children of Moosonee basin. "Santa's Little Helper" became quite a familiar figure to the train crews and office staffs of the station at Cochrane as they watched her cheerfully hauling her groceries with a little cart and then with a sled to her little cabin near Norman Lake, a short distance from the station.

With her gifts and cookies and many donations received from the local merchants of Cochrane, Miss English proceeded north to Moosonee a few days before Christmas on the "Polar Bear Express" to make final preparations for her Christmas Party for the little people there. The "Spirit of Christmas" was catching and the Ontario Northland decided if Miss English could do all this on her own, they would provide what assistance they could

to see her up to Moosonee. One member of the staff at Cochrane remarked as she boarded the train "There goes one of Santa's elves".

On her arrival at Moosonee, she set up temporary quarters in the basement of the Roman Catholic Mission where the festivities took place and from all reports a wonderful time was had by all. Her generosity did not end there. When she left Moosonee to return to Cochrane, she left with the Mission a 50-cup coffee maker and other utensils she had taken along for the party which she knew would be put to good use. Before returning to New York at the end of January, she shipped her piano, which she had brought with her from New York, to the Mission.

We do not know if Miss English will ever return to Cochrane again, but we know her many acts of kindness will be remembered for many years to come. This is indeed, as George so aptly put it, the true spirit of Christmas!

WITH APOLOGIES

To Don and Betty Ann MacKenzie, that Community-Minded Couple from New Liskeard, whose surname we erroneously omitted in our December issue.

SPORTS

Brenda Martin (Steno Pool) and Beth Stanton (Communications) were proudly displaying prizes they won in the recent Business Girls' Curling Bonspiel held at the Granite Club in North Bay. Their rink, skipped by Betty Boyer, with Lois Allen as Vice, Brenda as Second and Beth as Lead, won the 4th prize in the First Event. Congratulation, girls. Let's make it 1st prize next time.

We hear sixty-four men from the various Departments of our Railway at North Bay, wend their way every Sunday evening to the Four Seasons Centre to curl in the O.N.R. League. They will be holding their Bonspiel on March 14th and 21st and we hope they will report which rinks walk off with the prizes!



BOB GAREH

In our last issue we ran a story on Bob's bush-flying activities and through an error in make-up Bob's name was omitted. Our apologies, Bob! We guarantee the above to be a genuine photograph of Bob Gareh!



WELCOME!



D. E. MacDOUGALL

The appointment of Daniel E. MacDougall as Comptroller for Ontario Northland Transportation Commission was recently announced. He succeeds the late Albert Hansman.

Mr. MacDougall is a native of Kirkland Lake and a graduate of the Kirkland Lake Collegiate Institute. After obtaining a Bachelor of Arts degree at Michigan State University in 1955, Mr. MacDougall joined the Department of National Revenue at Sudbury. In 1960 he joined the Quebec Cartier Mining Company and the Cartier Railway Company as Cost Supervisor. He was awarded his degree in Chartered Accountancy in 1962.

He joined the O.N.T.C. as Assistant Comptroller in September, 1964.

* * *

A hearty welcome also to:
General Office, North Bay — Andrew McIntosh, Maureen Murphy, Carol Belanger, Bruce Clarke and Charlene Andrews.

And — Don Porter to the staff of our Engineering Department. Don comes to us from the Canadian Pacific Railway, London. Their loss is our gain, Don!

Mechanical, North Bay — Stan Barker, Machinist, Motive Power; Kevin Greer, Carman Apprentice, Car Dept.; Darwin Ryan, Electrician, Motive Power.

TIMMINS STRIKES IT RICH AGAIN!

Our Timmins Correspondent reports that three telephone operators from the Timmins Office gave birth to bouncing baby boys within one week and they are — on January 29th, to June (Operator, Timmins) and Phillip Boudreau, a son, John Henry.

on February 4th, to Yvette (Operator, Timmins) and Armand Fauvelle, a son, Daniel.

on February 4th, to Annette (Occasional Operator, Timmins) and Roy Carnovale, a son.

Get well wishes go out to Don Smith, Conductor, Trains 49-50, North Bay, George Arnett, Chief Dispatcher, Englehart and Tom Graham, Roadmaster, Englehart, who are all on the sick list. Hope to see you back on the job soon.

* * *

Welcome back —

Ken Robinson (Audit) who has returned to work after a five month leave of absence due to ill health.

Colin Beaton (Chief Clerk, Purchasing) who has been on the sick list since November of last year and returned to work on March 1st.

Steve Everitt (B&B, North Bay) who suffered a fall from a ladder while doing a good deed before Christmas. Steve recommends you put rubber treads on your ladders, fellas, or have a nice, soft mattress handy to break the fall!
It is nice to see you back on the job.

* * *

Murray Daniels, Swing Operator at Cobalt who operates the Murgarva Kennel Reg'd as a hobby raising champion bred Boxers, proudly announces the arrival of six top Boxer pups. Murray sells these dogs all over Canada.

BIRTHS

Congratulations and best wishes!

Percy Cockerline (Disbursements) proudly announces the arrival of his first grandchild, Cheryl Lee, born on December 6th. Proud parents are Tom and Joyce Boettger of Heron Bay. Tom, as many will recall, worked in the Mechanical Department before leaving to join the O.P.P. and Joyce (nee Cockerline) worked in the General Office. Percy, accompanied by Mrs. Cockerline and younger daughter, Dawn, motored to Heron Bay the last week of February to see the baby for the first time.

To Dennis (Timekeeping) and Nora Carmichael, a son, Bradley, on Dec. 7, 1964.
Bob (Audit) and Mrs. Pincivero, a daughter, Gina, on Dec. 14, 1964.

Dale (Communications) and Mrs. Letts, a son, Scott Allan, on Dec. 22, 1964.

Wayne (Administrative) and Donna Antler, a son, Drew James, on Jan. 16, 1965.

Ed (Audit) and Mrs. Neil, a son, January 19th, 1965.

Mel (Actg. Traffic Supr., Express Freight) and Mrs. Hicks, a son, January 28th, a grandson for Carl Hicks, Agent, Timmins.

Charlie (Motive Power) and Mrs. Osborne, a son, Robert Anthony.

MARRIAGES

CONGRATULATIONS TO —

Margery Simms (Telephone Operator, Timmins) on her recent marriage to Agnor Kleven of Timmins.

Suzanne Thibeault (Telephone Operator, Timmins) on her recent marriage to Michael John Caldwell of Timmins.

Robert Lassman (Mechanical, North Bay) to Lynn Avery on December 11th, 1964.

Susan Sigouin (Telephone Operator, Cochrane) to Vance McAfee of Sudbury on December 31st, 1964.

Marianne Smilie (Telephone Operator, Cochrane) to Leonard Fransen of Sudbury on December 31st, 1964.

Dennis Andrews (Mechanical, North Bay) to Gail Liberty on February 13, 1965.

Cherry Wells (Telephone Operator, New Liskeard) to Bob Blackburn of Englehart on February 5th, 1965.

A SCHUBERT SPECIAL!



PAT SCHUBERT

Our Culinary Expert Pat Schubert, Telephone Operator, New Liskeard, has very kindly contributed the following recipe which took a first prize at the New Liskeard Fair last fall.

BUTTER TARTS

Pastry

½ lb. shortening
2 cups flour
1 teasp. salt
About ¼ cup of water

Filling

¼ cup butter
1 cup brown sugar
2 tbsps. cream
½ teasp. vanilla
¼ teasp. salt
¼ cup chopped nuts
¼ cup currants or raisins
1 egg

Melt butter and add all ingredients except the egg, nuts and currants. Mix thoroughly and let mixture cool. Add slightly beaten egg. Sprinkle bottom of pastry lined tart tins with nuts and currants; pour filling over nuts and currants. Bake at 425°F. for about 15 minutes. Makes 1 dozen tarts.

Butter Tarts are a real male favourite, gals, so why not try Pat's recipe.

SURPRISE SHOWER

A surprise shower was held recently at the home of Marie Birnie, New Liskeard, for Janet MacPherson who will become the bride of Jack Hart on February 27th, at Haileybury. The shower was attended by fellow employees from the New Liskeard Telephone Office, where Janet is an operator. On her arrival, the bride-to-be was presented with a corsage and seated in a chair beautifully decorated with streamers and confetti filled balloons. In addition to receiving many lovely gifts, Janet was presented with a recipe box containing the favourite recipe of each girl present and a Bride's scrapbook. A delicious lunch was served and a good time was had by all.

RETIREMENTS

Our best wishes for a long, happy and healthy retirement go out to Tom R. Clark, Locomotive Engineer who retired on November 11th, 1964, and to Orville Mainville, Locomotive Engineer, who retired on January 1st, 1965.

So long and best wishes to —

Chief Operator Shirley Varley of Timmins who has left to take up residence in Woodstock. We hear Shirley and her husband are going into the motel business.

Miss Mary Smith, who officially retired as Chief Operator at Timmins in 1960, returned to work as an occasional operator, and after five years in that capacity, decided to retire permanently at the end of February.

Both of these ladies will be missed by all.

Up & Down the Line.....

(Cont'd from Page 21)

TRANSFERS

We understand Mervin Gibbon has been moved from Cochrane to Timmins as Terminal Manager, Express Freight, and James Gardner has been transferred to Cochrane as Assistant Terminal Manager.

Jack Aspden, for a number of years Night Operator at Cobalt, decided to pull up stakes and move to Larder Lake as Agent, succeeding Tom Bell, who has taken over the duties of Agent at Cochrane. Eddie Roy is taking over Jack's position as Night Operator at Cobalt.

Miss Norma Schubert, Telephone Operator, Cochrane, has transferred to the New Liskeard Office.

Miss Jean Morgan of the New Liskeard Telephone Office took over her duties as Supervisor in the Cochrane Office on January 25th.

We travelled to Cochrane, our hometown, in February to take in the Winter Carnival and had a wonderful time renewing old acquaintances. It was just like Old Home Week!

May we say how pleased we were to receive Season's Greetings from James Gardner Sr., retired Restaurant Manager of the Cochrane Restaurant, now living in Sudbury and from Bob Harkness, retired Agent, Iroquois Falls, who now makes his home in Burks Falls. We are going to visit these gentlemen when the weather man is more co-operative.

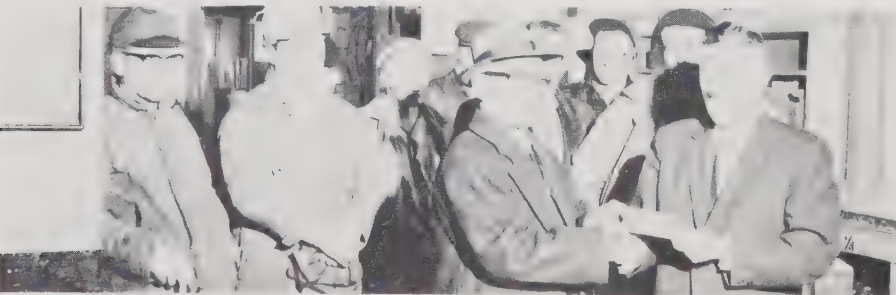
We wish to thank those who sent us news for our column, but we would like to hear from more of you. Even if you have only one item to report, we will be pleased to hear about it. So how about a few lines from every station for "Up and Down The Line" for our June issue?

ONR Men Lead Veterans

named Branch of the Year for Ontario, signifying it was the best and most active of several hundred.

Howie was elected for a two-year term in 1964 because the branch wanted an experienced executive board to handle the upcoming Provincial Convention at North Bay, which will be held late in May and early in June, this year.

Howie and his fellow members of Branch 23 — among them dozens of ONR men — form a remarkably effective organization in the community. One of the branch's major projects was the establishment of Mackay Homes, which supplied splendidly modern, low-cost accommodation for 40 older couples. Howie says the



Moise Piche, long-time employee in the Stores Department at North Bay, was honored by his friends at the shop when he retired. Here he receives a purse of money from Storekeeper Hugh Bailey, who complimented him on the efficient, dependable way he had performed his job. Moise was with the railway 22 years.

BEREAVEMENTS

We extend deepest sympathy to —

Joe Dallaire (Purchasing) in the loss of his mother on Dec. 18th.

Juliette Seize (Operator, Timmins) in the loss of her father, Ernest L. Seize, on January 18th.

Don Simmens (B&B Englehart) and family in the loss of a dear wife and mother. Mrs. Simmens was also the sister of John Webster, Section Foreman, Englehart, and to John we also extend sincere sympathy.

Bill Workman (Communications, North Bay) in the loss of his mother, Mrs. Clara Workman on January 20th.

It is with sincere regret that we report the passing of two members of our General Office Staff —

Robert (Bob) Parr, age 60, who passed away on January 18th. Bob joined the General Office Staff on January 6th, 1919, as a Clerk, and at the time of his death was Principal Clerk in the Audit Office.

Reginald Stewart, age 56, passed away on February 5th. Reg., as he was known to all, joined our Engineering Staff in 1947. He became a familiar figure up and down the line as he travelled from one station to another in connection with his work. Like Winston Churchill, one never saw Reg. without his proverbial cigar.

Bob and Reg. will be greatly missed. We extend to Mrs. Parr and Mrs. Stewart and families our heartfelt sympathy.

We were also sorry to learn of the sudden passing of Engineman Ernest Dukeshire of Timmins, age 47, "Duke", as he was known to many, started to work on the Railway in 1945. To Mrs. Dukeshire and family we extend heartfelt sympathy.

(Cont'd from Page 12)

branch hopes to enlarge the project in the near future and also that it anticipates building a \$150,000 addition to the Legion Hall.

Howie was a Sergeant in the RCAF, serving as a Wireless Air Gunner; and his father before him was an Infantry Sergeant who won the MM in World War One.

He joined the ONR in 1929 and served with the Chief Clerk's office, the Communications Department, the Mechanical Department, the Roadmaster's office, the Audit Office and the Traffic Department. He served at Cochrane in 1935 and was at Englehart from 1937 to 1941. He was appointed Purchasing Agent three years ago.

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JUDY WICKENS

The pretty girl who greets travellers on Lake Temagami with a friendly smile and sells them their boat tickets has been named Northern Ontario Snow Queen.

Judy Wickens, 17, clerk in the office of the Ontario Northland Boat Lines, was named Miss Northern Ontario at the Temagami Winter Carnival, winning over seven other contestants from all sections of North-eastern Ontario.

Judy, an elegant brunette who is a shapely five foot seven, was judged the nicest of all contestants on the basis of personality, poise and beauty. Judy is the daughter of Norman Wickens, chief mechanic at the ONBL for the past 20 years.

Judy, who is a Grade 13 student at New Liskeard High School, is a fine skater, curler, snowshoer and skier.

TEMAGAMI FISHING TERRIFIC!



JACK SWANN MEASURES A BIG ONE

When it comes to ice fishing, Temagami and the Swann family take a back seat to nobody.

The results of the annual Temagami fish derby weren't available at time of going to press, but up to that time it looked as though Jack Swann, superintendent of Ontario Northland Boat Lines, his wife and his son Edward, might take everything in sight.

Starting January 1, a prize was awarded each week. Edward, an apprentice in the North Bay shops, took one prize with an eight-pound, six-ounce lake trout. The following week, Jack topped this with a whopper weighing thirteen pounds, eight ounces.

Meanwhile, Mrs. Swann, who operates the snack bar on the Aubrey Cousins VC, was in first place in the coarse fish class with a seven-pound, ten-ounce ling.

Harvey Fisher, ON Marine Superintendent at North Bay, went to Temagami and almost made it one week. He pulled in a lake trout weighing thirteen pounds, twelve ounces, only to have a London angler come up with a fish weighing fourteen pounds, twelve ounces.

"I get one of the best fish of my life and I still get beaten," Harvey told his friends, with chagrin.

She'll be back at her post as ticket seller next summer but after that she intends to become a Hospital Laboratory Technician. She is also interested in modelling. Judy's sister,

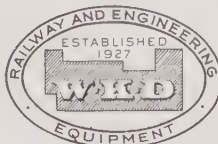
Marjorie, is already a Lab Technician at Listowel Hospital.

As for Norm, he's walking around Temagami with his chest out these days.

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ONR TO PROMOTE NORTHERN SKIING

The Ontario Northland intends to make a major effort to promote skiing in Northern Ontario, patterning the promotion on the famous ski trains which operate in the province of Quebec.

A package tour has been set up between Toronto and Raven Mountain at Kirkland Lake, whereby skiers leave Toronto on Friday night and return early Monday morning, after enjoying two full days at the fine new resort. The package is now being sold through the Toronto sales office for \$36.20.

The project was conceived by ONR Industrial Commissioner Roy Thompson, who says: "Due to weather conditions, skiing is an uncertain proposition in the south of the province. Thousands of enthusiasts are disappointed when thaws wipe out the snow. At Kirkland Lake, good snow conditions are a certainty, and the season starts much earlier and lasts much longer than in the South."

Raven Mountain has runs up to 4,000 feet in length, with machine-groomed slopes. There's a hydro-powered T-bar lift that's 2,500 feet



AT RAVEN MOUNTAIN

long with a 520 foot drop. There are scenic cross-country trails and a modern chalet and snack bar. The club also has registered ski examiners.

Recently, Ken Biggs, of the Toronto sales office, conducted a familiarization tour of Raven Mountain. Among those who took part were Moe Koza and Howard Kornbloom of Toronto Ski Bums Unanimous; Edna Kee, vice-president, Southern

Ontario Ski Zone, London; Lloyd Finlay, Toronto Telegram; Bob Gooch, Canadian Amateur Ski Association, Toronto; and Isobel Melbourne, Ontario Hydro Ski Club, Toronto.

The visiting experts had much praise for Raven Mountain. The ONR is looking forward to steadily increasing ski traffic on weekends.

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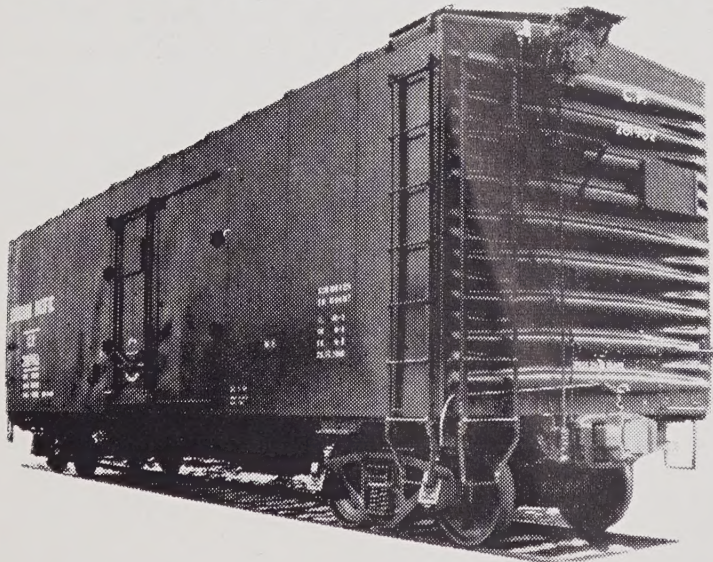
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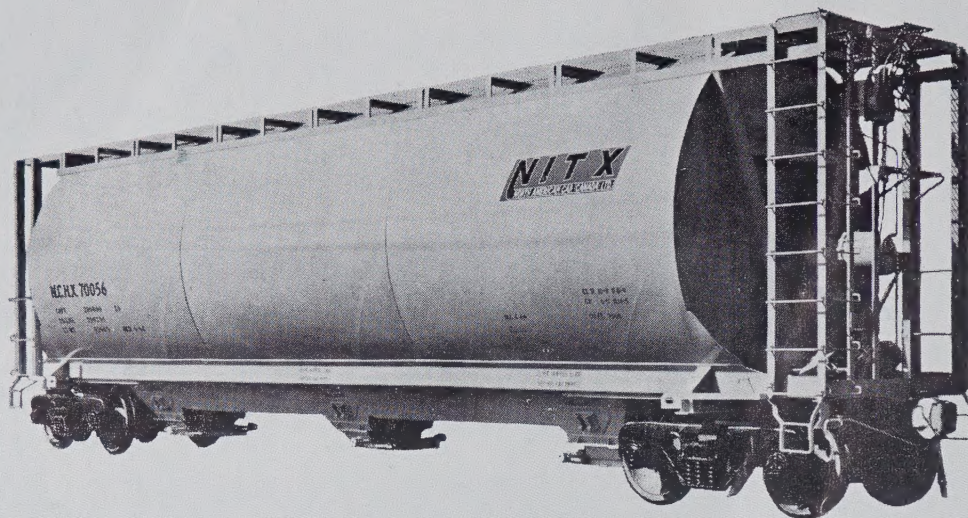
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